



Passage Maker



by Chris Hall,
Curator of Exhibits

January is apparently named in honor of the two-faced god Janus, god of beginnings and transitions, (and gates, doors, passages, and endings; ditto birth, journeys, exchange, harbors, traveling, trading, and shipping.) Sort of a maritime kind of guy, it turns out, and I'd say he pretty much had his work cut out. (Not sure what is left for the rest of the deities to cover. There's always love and war, I suppose...)

Not to add to his workload, but Janus would also be a good god of exhibits, which have plenty of beginnings, transitions, and passages of their own before coming into safe harbor.

The problem with Janus is the two-faced, looking forward/looking back thing, as I don't believe you can see very far into the future. All you can do is plan like mad and hope for the best. (Sounds like exhibit work to me.)

Looking into the past is all we really can see with any clarity

even as it ever recedes. So we walk backwards into the future with 20/20 hindsight.

Paradoxically, in my world down in the museum basement, exhibits come into being

only after they are done. After two years or so of planning and plotting—groping forward in the fog of the future, endlessly weighing possibilities, grappling with unknowns, hunting, gathering, and flogging budgets—the guillotine of an opening deadline slices down. End of story. Dust off, wipe clean the slate, put on the night vision/infrared/X-ray goggles and trudge ahead into the murk of the next.

Hopefully, Janus will be guiding our efforts as we progress along all different sorts of passages and transitions with this year's exhibits. Opening June 4, *Meeting the Boat: Steam Travel Along Maine Waters* draws from the museum's extensive steamboat-related collections. *Sea Change: Portland on the Edge of the New North*, opening at the Portland

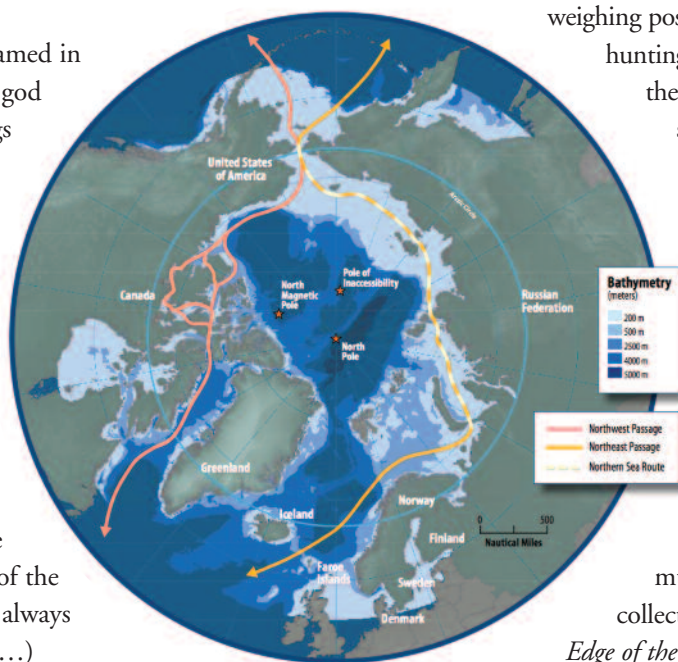
Public Library in July, explores how a warming Arctic places Maine ports on the U.S. threshold of both Northeast and Northwest Passages to the Pacific.

Coming later this summer: *Songs of Safe Passage*—an immersive multi-channel sound installation that weaves together songs of safe seaward passage from countries most affected by the current refugee crisis, Maine's maritime history, and Passamaquoddy traditions.

Twenty years of Discovery Boatbuilding (a noble passage, indeed) will be honored in June, with a retrospective of our Boatshop's yearlong eighth-grade program that leavens academics with hand craftsmanship.

Seeing 2016 out will be *Over East, an Artist's Journal: Paintings by Robert Beck of the Contemporary Maritime Community*, which is a fine group of over 50 recent works painted along the working waterfronts of Jonesport, Beals, Stonington, and a few other interesting corners of the coast beyond the Penobscot.

So here's to Janus, god of exhibits (and a few other things), and we hope to see how ever many faces you may deign to turn our way in this busy new year.



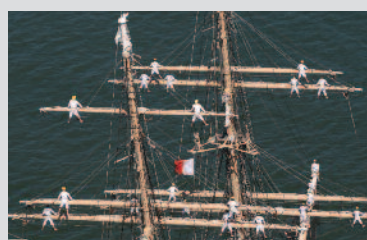
Over East, an Artist's Journal: Paintings by Robert Beck of the Contemporary Maritime Community will be on view **September 17, 2016 through January 22, 2017.**

Current Exhibit

Wavelength: The Story of Signals at Sea

On view through May 15, 2016

John G. Morse Jr. Gallery



explores the history of communications at sea through a variety of interactive elements.

Sponsored by: The Family of George C. Twombly, Communications Pioneer and Maine Maritime Museum Trustee, In His Memory

GENERAL DYNAMICS
Bath Iron Works

ATLANTIC
MOTORBOAT CENTER

Upcoming Exhibits

Wavelength: the Rest of the Story

On view March 19 through May 29, 2016

Marjorie W. Kramer Gallery

Meeting the Boat: Steam Travel Along the Maine Coast

On view June 4 through September 5, 2016

John G. Morse Jr. Gallery

20 Years of Discovery Boatbuilding

On view June 4 through September 18, 2016

Marjorie W. Kramer Gallery

Over East, an Artist's Journal: Paintings by Robert Beck of the Contemporary Maritime Community

On view September 17, 2016 through January 22, 2017

John G. Morse Jr. Gallery



Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

See For Yourself!

A favorite part of my job as the museum's director is talking about our successes—the extraordinary collections and historic buildings, the great exhibits and educational programs. It's even more fun for me to show people around and let them see for themselves what this place is all about. People who aren't familiar with the museum inevitably are astonished by the depth and breadth of what we do here. People who think they know the museum pretty well are often surprised to learn how much more goes on than they knew.

We can accomplish as much as we do because of the great staff, enthusiastic and knowledgeable volunteers, and generous supporters who invest in this organization to help make everything possible. In this issue, you'll see photos of the people behind the scenes who make this museum one of the best maritime museums in the world.



Executive Director Amy Lent and Chair of the Board of Trustees Dick Lemieux.

Read on, and visit soon. And thank you for helping us create the great experiences that are so much fun to share!

Amy Lent
Executive Director

Award Honors Doug and Linda Lee and John Foss



We are proud to acknowledge that some old friends of Maine Maritime Museum have been given the USS Constitution Museum's 2015 Don Turner Award. Captain Douglas K.

Lee, Captain Linda J. Lee, and Captain John Foss were given the award, which honors those who have been dedicated to maritime preservation and made contributions to the knowledge and understanding of ship design and construction. For more than 40 years, these three have been building, rebuilding, maintaining and operating wooden schooners, including the *Isaac H. Evans* (rebuilt in the 1970s at Maine Maritime Museum's Percy & Small Shipyard), *American Eagle* and *Heritage*. They also created and operated the North End Shipyard in Rockland, and have been advisors on the restoration work on U.S.S. *Constitution*. Their contributions to the field have been enormous, evident in the careers they have built for themselves.

Doug Lee, with the support of Linda, was a trustee of MMM from 1992 to 2007. (His father Maynard was a trustee from 1966 to 1985.) He has made a huge contribution to the work of MMM through his study and reconstruction of the plans of a number of Percy & Small-built schooners. He and Linda scrambled around the dangerously rotting remains of the last P&S schooner, the five-master *Cora F. Cressy*, taking important notes and measurements. The Lees and John Foss documented sur-

viving historic schooners and enabled the preservation of a number of them as present-day Maine windjammers.

The USS Constitution Museum is a private nonprofit organization that supports and interprets the history of the U.S. Navy's oldest commissioned vessel, exhibited across the wharf from the museum. We heartily agree with their selection of these three stalwarts from Maine to be honored with the Don Turner Award.

Jeff Zachau Joins Board of Trustees



Jeff Zachau has been elected to the museum's Board of Trustees. Zachau is a graduate of University of Maine with a B.S. in accounting and finance. He is the president and owner of Zachau Construction, a second-generation family business focused on small to mid-sized commercial buildings. He currently serves on the boards of, and/or is very actively involved in, Camp Susan Curtis, Maine Affordable Housing Coalition and Associated Builders and Contractors.

The Merrymeeting Bay Trust Helps Fund Purchase of Cruise Boat



by Jason Morin,
Director of Programs

Maine Maritime Museum is excited to announce that we have a cruise boat! True, we’ve offered cruises for many summers, however, in previous years we did not actually own the boat. For years the museum operated its summer cruise program through third-party business arrangements—chartering the vessel *Pied Piper* owned by Chebeague Transportation Company in 2015. By August of last year, cruise attendance and visitor feedback showed that *Pied Piper* was the perfect boat for MMM. With greater capacity, more comfortable accommodations, better speed, two heads, and even a snack bar, *Pied Piper* has greatly improved our cruise program. Over the winter, thanks to funding support from The Merrymeeting Bay Trust the museum was able to purchase *Pied Piper* from Chebeague Transportation Company.

Maine Maritime Museum plans to change the vessel’s name to *Merrymeeting* at a special rechristening ceremony on May 22, 2016 (see details on page 6). “Why *Merrymeeting*,” you ask? For those unfamiliar with this area, you’re not alone. Merrymeeting Bay is a truly unique place said to be one of only four places in the world where two major rivers with separate watersheds converge at their mouths to form a common delta. It’s located just a few short miles north of the museum and plays a critical role in Maine’s maritime story.

Merrymeeting Bay is actually a confluence of six rivers; the Kennebec, Androscoggin, Cathance, Eastern, Abagadasset, and Muddy Rivers all converge to create a rare ecosystem. The area was first utilized by the native people who harvested the bay’s wild rice in the fall; later it became the site of numerous ice harvesting operations, shipbuilding sites, and farming. Benedict Arnold even traveled through Merrymeeting Bay aboard his vessel *Broad Bay*, stopping to build 200 bateaux in Pittston on his march to Quebec. The bay is one of the best places in the state to view bald eagles and migrating waterfowl.

In addition to running our regular schedule of lighthouse cruises, *Merrymeeting* will serve as a floating educational platform focused on promoting the ecological value of the bay and its importance to the region. As part of the accompanying



The museum’s new boat, soon-to-be renamed *Merrymeeting*.

programs in 2016—also funded through The Merrymeeting Bay Trust—the museum will offer FREE class field trips for fourth-grade students living in communities along Merrymeeting Bay. Many of these students, despite living in such close proximity to the bay, have never experienced it first-hand and have little understanding of its rich history.

Additional Merrymeeting Bay programming includes Merrymeeting Bay-focused youth summer camp programs, an increase in the offering of regularly scheduled cruises to Merrymeeting Bay (including weekend brunch cruises), and installing informational exhibit panels about the bay onboard so cruise guests can gain a better understanding and appreciation of the bay. Our goal is to foster conservation, awareness, stewardship, and enjoyment of this fragile and unique environment.

Merrymeeting will begin operations in late May and run through October. Cruise reservations can be made online at www.MaineMaritimeMuseum.org, or by calling 207-443-1316. The vessel will also be available for charter for weddings, reunions, group functions, and tour groups. We look forward to seeing you on the water!

Around the Museum



Santa Claws (Jay Pappas) and Captain Christmas (Jim Nelson) pose with the Lobstermobile during Festive Family Fun Day in December.

In late fall, museum Maintenance Assistant Matt Williams (front) and Director of Facilities Barry Craig installed six, 300-watt, low-energy LED fixtures to light the masts of the Wyoming evocation. The sculpture was illuminated for the first time on December 5.



In October, Blacksmith Aaron Beck fired up the forge in the Kenneth D. Kramer Blacksmith Shop, offering visitors a special opportunity to see the shop’s power hammer in action!



The museum’s pier provided the perfect vantage point to view the USS *Zumwalt* (DDG 1000) depart for sea trials in December.



The Wheel at City Hall



by Nathan Lipfert,
Senior Curator

A detective story like this is about as much fun as a curator gets to have. We solved a mystery, which is pretty satisfying, even if it didn't turn out exactly as we had hoped.

In early December, 2015, Erika Benson from the Bath City Manager's office called. Staffers at the City Hall were cleaning out the basement, and they had found an object they thought was a ship's wheel. No one at City Hall knew why it was there.

Registrar Kelly Page and I went down to City Hall, met Erika, and took a look at the wheel. Yes, we said, that is a ship's wheel. In fact, the wheel itself was identical to a wheel at the museum from a famous World War II destroyer named *O'Bannon*. It was agreed that the wheel was not city property, and should come to the museum. A week or so later, Barry Craig, Matt Williams, and I brought the heavy structure to the museum. No one at City Hall had remembered anything about the origins of the wheel, and one person said he had worked there 16 years and it had been there the whole time. Dana Snow, who had worked there before that, had died, but maybe Smudge Rogers would know something—he had been there before Dana. So I called Smudge, and he didn't remember it at all—says it wasn't there when he worked there. He retired in 1992. So we didn't have an answer, but we had narrowed the time when the wheel arrived to between 1992 and 1999.

The wheel is on its original pedestal with its Sperry Gyro-Compass Repeater, General Electric "marine selsyn unit" for the rudder indicator, and mounts for other pieces of equipment. It looks old, and we could tell it was used aboard a vessel. The GE label on the base of the pedestal carries the date of 1944. The gyro-compass repeater is a Mark XXIV, a model used after World War II, so is a replacement for the original 1944 version that went with this wheel (probably a Mark XV). You would expect that of a destroyer that survived the war and continued in use. A little internet research showed us that identical steering stations can be seen in the *Allen M. Sumner* class interior photos and in the pilot house of the USS *Laffey* DD-724, built at BIW and now on exhibit at Patriots Point SC. We realized this was a 1944 steering



The mysterious steering station found in the basement of city hall.

wheel for a destroyer of the *Allen M. Sumner* class, many of which were built at BIW and we started fantasizing that this wheel had come from an old BIW-built destroyer, removed when the vessel was scrapped. But we knew there had to be more to the story, and so we started publicizing the mystery on the MMM Facebook

page and in the local papers.

Within a week, I was contacted by Paul Berry Jr., who was one of the leaders of an organization called the Bath Naval Historical Park (BNHP), which existed back in 1994-1995, with the purpose of bringing an important Bath-built destroyer named the *Charles F. Adams*,



An identical steering station can be seen in interior photos of other Allen M. Sumner class destroyers.

DDG-2, back to Bath as a museum ship. She had been built at Bath in 1960, the first purpose-built guided missile destroyer. While the group was trying to raise money for this project, they had an office in the basement of city hall. In the process of working on this project, which was ultimately unsuccessful, they borrowed from the Navy the helm unit of a destroyer. Mr. Berry was a little uncertain which destroyer it came from, but this museum has resources. In our library was a file on the BNHP, and in that file was a newsletter announcing the arrival in 1995 of the wheel of DDG-1, an earlier destroyer named *Gyatt* built in 1945 at Federal Shipbuilding & Drydock Co. in Kearney, New Jersey, as DD-712. In 1956 USS *Gyatt* was converted to be the world's first guided missile destroyer, and her designation was changed from DD-712 to DDG-1. Because she was in that sense the immediate predecessor to the *Adams*, this artifact from *Gyatt* was pertinent to what the BNHP people were trying to do. When the BNHP project was abandoned, their people were going to return the wheel unit to the Navy, but waited to see whether another group would end up preserving the *Charles F. Adams*, thinking that any future *Adams* museum will want the *Gyatt* helm. Twenty years later those intentions are nearly forgotten, but the helm unit still belongs to the United States Navy.

Since the *Gyatt* was built in New Jersey, Maine Maritime Museum is not particularly interested in exhibiting her helm unit. We will contact the Navy to see what needs to be done here. There is presently a group in Jacksonville, Florida, which seems to be close to its goal of being able to bring the *Charles F. Adams* there.

“Report Me All Well”: Communication at Sea and Across the Sea

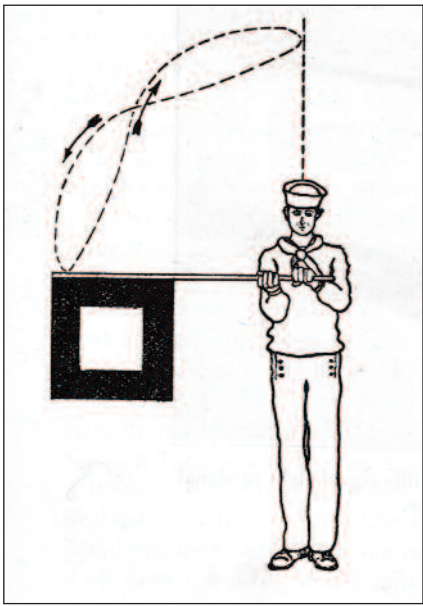
The 44th Annual Walker Maritime History Symposium, April 9, 2016

This year’s episode of a program that extends back to 1973 will focus on the many forms of communication that have had an impact on life at sea. We will hear about many people who have written home from across the sea, have recorded sea voyages or parts of them by written or photographic documents, have communicated with vessels by flag code, or have developed new communications systems for mariners.

The speakers will be:

Susan Beegel of Phippsburg and Nantucket will speak about the 1849 wreck of the ship *Hanover* at the mouth of the Kennebec River and its connection with Harriet Beecher Stowe’s novel, *The Pearl of Orr’s Island*.

William H. Bunting of North Whitefield will present selected writings of Captain John Drew, who wrote for newspapers under the pseudonym “The Kennebecker.”



Jan Eakins of Portland will give a snippet of her extensive research into the communications of Mainers who traveled to California during the Gold Rush.

Kevin Johnson, photo archivist at Penobscot Marine Museum, will talk about the use of photographs in the marine world to record and communicate a way of life.

Jonathan Wells, education coordinator at Maine Maritime Museum, will speak about the flag code used at the Portland Observatory and its usefulness.

Timothy Wolters, associate professor at Iowa State University, will discuss his research into the origins of radio communication in the United States Navy.

Members \$60; nonmembers \$70; students \$35. Registration information available at www.MaineMaritimeMuseum.org. Questions? Please contact Senior Curator Nathan Lipfert at lipfert@maritimeme.org.

Museum Acquires Its First Artwork by Waldo Peirce



At a fall auction, with Dr. Charles E. Burden bidding, the museum acquired its first artwork by Waldo Peirce, well-known Searsport artist. The watercolor sketch is entitled “The De-Flowering of New England in the Fog, or the Survival of the Unfittest, on board the *Seven Seas*,” and depicts Peirce and three friends aboard a small sailing yacht off Petit Manan on September 20, 1940. The painting was a gift to an author friend of Peirce’s, Van Wyck Brooks, and the title is a play on the title of a recent book of Brooks’, *The Flowering of New England*. The book had won Brooks a Pulitzer Prize in 1937, and no doubt his friends thought he needed taking down a peg, in a gentle way.

The men aboard the yacht were a high-flying group themselves. Peirce was a well-known artist nationally at the time, although he is perhaps best known now for his friendship with Ernest Hemingway. At the wheel of the vessel is Samuel Eliot Morison, from a Boston Brahmin family, a Harvard history professor who would soon earn two Pulitzers as well as a Presidential Medal of Freedom and many other honors. Upper right is Lincoln Colcord, another Searsporter who was born off Cape

Horn in a storm and raised aboard his father’s vessel, eventually becoming a successful author and friend of Morison and, presumably, Peirce. The fourth figure, at left, is Zachariah Chaffee Jr., law professor at Harvard who had risen to national prominence as a First Amendment scholar. Peirce, Brooks and Morison had all been students together at Harvard. From the jocular comments in the painting one can surmise that everyone there was well-known to Brooks.

The watercolor came to auction from a New York City collector who had purchased it from the Van Wyck Brooks estate in 1979.

K1M Ham Radio Broadcasting

Saturday and Sunday, April 9 & 10, 9 am-4pm
Included with museum admission



Morse code and voice, from the *Wavelength* exhibit gallery over a 40-meter dipole antenna rigged above the museum roof.

Museum Events

Special Events



Voices of the Sea: Songs, Stories, and Poetry of Maine’s Fishermen and Those Who Work on the Water

Thursday, March 10, 7 pm

*Bull Feeney’s, Portland
Doors open at 6:30 pm; 21+ event
Members \$12; nonmembers \$15; at the door \$18*

Maine Maritime Museum will be bringing together some of the most talented men and women of the working waterfront to share poetry and songs inspired by life on the ocean for the fifth annual Voices of the

Sea at Bull Feeney’s in Portland’s Old Port. Performers include: Lauren Crosby, Peter Souza, Frank Gotwals, Steve Willard, and Stephanie Alley.

Merrymeeting Day: Discover the Bay

Sunday, May 22 from 11 am-3 pm

Special Admission \$6; kids 12 and under free

Maine Maritime Museum celebrates the unique confluence of six Maine rivers; the Kennebec, Androscoggin,



Cathance, Eastern, Abagadasset, and the Muddy River that all converge to form the truly rare ecosystem known as Merrymeeting

Bay. Join us as we rechristen the museum’s cruise boat Merrymeeting in honor of this ecological gem. The day will be filled with opportunities to discover all that Merrymeeting Bay has to offer. As part of the celebration the museum will host numerous Merrymeeting Bay related organizations that will share and demonstrate what makes the bay so distinctive. Activities include: Wyoming ceremonial flag raising, live birds of prey show with the York Center of Wildlife, narrated boat cruises, kids crafts and games, Frogtown Mountain Puppet Show, music and more.

2016 Cruise Schedule

(Visit www.MaineMaritimeMuseum.org for full cruise descriptions and to register!)

Early Season: June 2 – June 12

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Shipyards & Lighthouses (1 hour)	12pm		12pm		12pm		12pm

Summer Season: June 13 – September 5

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Shipyards & Lighthouses (1 hour)	12 & 2pm	12 & 2pm	12 & 2pm	12 & 2pm	12 & 2pm	12 & 2pm	12 & 2pm
Brunch on the Bay (1.5 hours)	10am						
Six Lighthouse Cruise (2 hours)	3:30pm		3:30pm				
Seven Lights Cruise (3 hours)		3:30pm		3:30pm			
Wildlife of Merrymeeting Bay					3:30pm		
Lighthouse Lovers Cruise (4 hours)							3:30pm

Navigation Classes

About Boating Safely

Tuesdays and Thursdays, April 19-28, 6-8 pm

Register by April 10

Members \$75, nonmembers \$80

In this beginner boating class you will gain the basic knowledge to safely trailer, navigate, and operate a small vessel. This class will give you all the information needed to obtain a boat license or safety certification that many states are beginning to require. Many boat insurance companies will offer discounts on boating insurance to boaters who successfully complete About Boating Safely.

Suddenly In Command Boating Class

Monday, May 23, and Wednesday, May 25, 6-8 pm

Register by May 15

Members \$45; nonmembers \$50

This is the ideal course for those who enjoy boating but are not often at the helm. Boating problems and emergencies can occur, and you may find yourself suddenly in command. How can you get help? How can you get to shore? What can you do if boating mishaps arise? This course covers some essential boating information about what to do in these situations.

Navigating Midcoast Maine

Mondays and Wednesdays, June 8-20, 6-8 pm

Register by June 1

Members \$85; nonmembers \$90

This introductory navigation course uses charts of the Boothbay area for instruction. You’ll learn how to read charts and become familiar with the coastal waters between Small Point and Pemaquid. Problem sets will help you plan cruises and understand information found on charts, e.g. buoys, lights, water depth. True and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude, dead reckoning, and aids to navigation are explained. The Three Rivers chart (#13293) and a navigation principles handout are included.

Sailing Skills and Seamanship

Tuesdays and Thursdays,

August 30 – September 15, 6-8pm

Register by August 20

Members \$75,

nonmembers \$80

Sailing Skills and Seamanship is designed for both experienced and novice sailboat operators. Topics include types of sailboats, equipment for your boat, how a boat sails, reading the wind, points of sailing, sail controls, running, close-hauled, reaching, and sail adjustments. Basic maneuvers of tacking and jibing are explained along with picking up a mooring, leaving and approaching a dock, and anchoring. In addition, aids to navigation and an introduction to the rules of the nautical road are covered. Passing an optional exam at the end of the course leads to a certificate that can be used to show you have taken a boating safety course.



Summer Camp

Kennebec Explorers Day Camp (Ages 7-11)

Presented by Maine Maritime Museum & Kennebec Estuary Land Trust

June 20-24; July 18-22; August 1-5; August 15-19

Two-week advance registration required

Limited to 20 campers per session

Members \$225 per week; nonmembers \$250 per week

** Early drop-off & late pickup \$25 additional*

This five-day camp, collaboratively led by Maine Maritime Museum and Kennebec Estuary Land Trust, will help foster your child’s natural curiosity for history and science. Campers will explore the unique ecosystem of Merrymeeting Bay and the dynamic history that makes it one of America’s great waterways. Planned outdoor excursions and guided activities include hands-on projects, site visits to historical locations, boat cruises and kayak trips on the bay. Learning has never been so much fun, and campers gain a sense of stewardship for this special place. *This program is made possible thanks to support from The Merrymeeting Bay Trust.*

Lectures

Where Are They Now? Maine’s Steamships and Schooners Wrecked in Stellwagen Bank National Marine Sanctuary

Mathew Lawrence – Author & Maritime Archaeologist – Stellwagen Bank National Marine Sanctuary

Thursday, July 7, 6:30 pm

Members \$5; nonmembers \$7

Join Mathew Lawrence for a fascinating look at the tragedy of the Pentagoet Steamship and other disasters examined in his new book *Shipwrecks of Stellwagen Bank: Disaster in New England’s Marine Sanctuary*. Matthew Lawrence is an archaeologist and maritime heritage coordinator at Stellwagen Bank National Marine Sanctuary. In addition to the Stellwagen Bank sanctuary, he has conducted archaeological fieldwork at the American Samoa, Olympic Coast, Thunder Bay and Florida Keys National Marine Sanctuaries.

Ships for D-Day: The Crisis in American Shipbuilding in World War II with Craig Symonds

Thursday, July 21, 6:30 pm

Members \$5; nonmembers \$7

Join Dr. Craig L. Symonds, professor emeritus at the United States Naval Academy and award-winning author, as he discusses the challenges faced by American shipyards as the nation mobilized for war. Across the country, yards like Bath Iron Works set records of production that have never been equaled. Despite facing immense challenges including material shortages, a lack of infrastructure and workforce shortages, the country found new ways to increase their efficiency and scale of production, building a labor force of 640,000 all leading up to Operation Neptune.

Current Projects



by Kurt Spiridakis,
Boatshop Manager

We are nearing completion of a 17-foot lapstrake runabout that's been in the shop for almost two years. Finding time to work on this project has been the major challenge, and we've accomplished quite a bit in the last few months. She is now wired and plumbed to code, and the interior woodwork, which consisted of making new mahogany seats and hatch covers, is nearly finished. This vessel came to us from Beth Fisher-Spear in Phippsburg, and was built in



New Jersey in the 1950s. Most visitors to the shop mistake her for a Lyman boat, because she has a similar sheer and lots of varnished mahogany. Our goal is to have her ready for sea trials this spring, and for sale at the dock in early summer. Her power is a Grey Marine 106 hp, 6-cylinder engine, which has been tuned up and is in great shape. We're not sure if there is potential for water-skiing, but she should get up to the Kennebec Tavern in about 10 minutes on an incoming tide!

We are also nearly finished building the second of two peapods, the first of which was started over 12 years ago. These designs were the original Maine lobster boat, and despite their ample beam, they row quite well. She is traditionally constructed of riveted cedar lapstrake planking on bent oak frames. This boat will be for sale in the Boatshop upon completion in March.



We are excited to announce the first-ever Maine Maritime Museum Boatshop Open Shop, debuting Monday, March 21, from 5 to 7:30 pm. Our goal is to provide access to our well-outfitted woodshop for anyone looking to begin or complete a woodworking project and is daunted by the amount of tools and shop space required. This is not a Boatshop workshop teaching one specific skill. Each paying customer receives access to the shop's tools, workspace, and staff expertise. Lumber is available for purchase or can be brought by the individual. The sizes of projects are limited to what one can carry in and out of the shop under his own weight—no boats will be built during Open Shop.

Boatshop Workshops

Open Shop

Mondays 5-7:30 pm starting March 21

Cost: \$20 plus materials

Have you always wanted to build an end table but were overwhelmed by the specialized tools needed? Do you have rickety chairs or uneven stools in your house? Come to the museum's Boatshop and take advantage of our fully outfitted woodshop and expert instruction. Bring in your own projects, or choose from our selection of rustic furniture. The shop is stocked with many species of local and exotic hardwoods and softwoods. Safety training is required before using any tools. This is a weekly drop-in event.

Adirondack Chair Class

May 18-19, 5-8 pm

Members \$130; nonmembers \$140

Learn to build a comfortable and eye catching Adirondack chair using the very cedar the Boatshop uses to plank boats! Constructed with durable deck screws, these chairs will last a lifetime with minimal maintenance. No experience is necessary and patterns will be available to take home.



Paddleboard Class

Wednesdays, June 22-August 24, 5-8 pm

Members \$900; nonmembers \$950

Build your own hollow wooden paddleboard in as little as 10 weeks! Each student will take home his own paddleboard, constructed of Maine cedar and plywood. Choose from three designs and work with our boatbuilder, who has built many wooden surfboards. No experience or special tools necessary. Class fee does not include fiberglassing, which can be done at home or by our boatbuilder for \$250.



Shaker Box Making Class

Thursday and Friday, July 21 & 22, 5-8 pm

Members \$70; nonmembers \$75

In just two short sessions you'll gain the skills to build a handcrafted set of three Shaker boxes. Each box is built of cherry and cedar with copper tacks and serves as an elegant storage container. They make jaw-dropping gifts or a beautiful addition to your home. No woodworking experience is required and all materials are included.



Intro to Woodworking—Wooden Jewelry

Tuesday, July 26, 5-8 pm

Members \$50; nonmembers \$55

Learn the basics of woodworking and bring home a beautiful piece of handmade jewelry! After a brief lesson on scroll saws and sanding, each student will handcraft up to three beautiful wooden rings. We'll have many

varieties/shades/colors of wood available, as well as different finish options (stain, polyurethane, varnish, oil, etc.) to help you create a truly unique piece of jewelry. No woodworking experience is required.

Kayak Class

August 29 – September 3, 8 am-5 pm

Members \$530; nonmembers \$550

Additional kit fee \$850 to \$1000



Work for one week under the guidance of Eric Schade to build your own kayak or canoe. This class uses commercially made stitch and glue kits by Chesapeake Light Craft; several styles are available.

Schade, who designs boats offered by Chesapeake Light Craft, has taught boatbuilding classes at the WoodenBoat School in Brooklin, Maine.

Fireside Stool Class

December 7 & 8, 5-8 pm

Members \$70; nonmembers \$75

This solid three-legged pine stool has no fasteners and is held together only with tight joinery. It is perfect for sitting by the fire, working in the home shop, or as a perch for your cat. No woodworking experience is necessary to build this beautiful and functional work of art.





Honor/Memorial Gifts

August 4, 2015 – January 20, 2016

- In Memory of Tom Bowler**
Mr. Gerard F. Lamb
- In Honor of Charles E. Burden, M.D.**
The Carl M. Lindberg Family Foundation, Inc.
- In Memory of Stanley Danilewicz**
Mr. and Mrs. James W. Stefanski
- In Honor of William and Nicia Gruener**
Mr. and Mrs. Jamie Gruener
- In Memory of Dr. Robert Haas**
Mrs. Judith D. Heap
Ms. Robin Kessler
Yarmouth Health Council
- In Memory of Ned Harding**
Mrs. Laurie Harding and Mr. Peter Mason
- In Memory of Jean Colburn Ierardi**
Mr. and Mrs. Marc L. Azoff
Ms. Laura Ierardi Pugliese
- In Honor of David C. Kelly’s 80th Birthday**
Ms. Susan Livingston
- In Honor of Richard H. King Sr.**
Mr. Richard H. King Jr. and
Mr. Peter Erbland
- In Memory of Sally B. Maynard**
Mr. and Mrs. Peter J. Alter
Dr. and Mrs. Larry G. Anderson
Mr. and Mrs. Eric Biggar
Mr. and Mrs. Dean Blanchard Jr.
Ms. Margelia Potter
Mr. and Mrs. Peter B. Ventre

- In Honor of Lincoln P. Paine**
Ms. Frances N. McSherry
- In Memory of Roger C. Peterson**
Dr. Louise S. Forsleff
- In Memory of Charles Warren “Johnny” Ring**
Mr. and Mrs. Dean Abelon
Mr. Philip M. Baker
Mr. Thomas C. Chadwick
Ms. Madeleine G. Corson
Mrs. Kathie Graham
Ms. Caro C. Gregg
Mr. Erik K. Hayward and Ms. Carrie Duley
Mr. and Mrs. Raymond E. Hender
Ms. Wanda J. Holbrook
John Glenn Middle School
Capt. Harry W. Konkel
Mr. Mark Lamarre and Ms. Kimberly Walsh
Ms. Amy T. Lent and Mr. William D. Lent
Mr. and Mrs. Norman C. Nicholson Jr.
Mr. and Mrs. Lawrence G. Oliver
Cdr. and Mrs. Charles A. Orem
Mr. and Mrs. Robert E. Thompson
Mr. and Mrs. David B. Vietze
Mr. and Mrs. Peter B. Webster

Generations of Thoughtful Giving



by **Peggy Schick,**
Director of Development

Marking my one-year anniversary at Maine Maritime Museum in February, I’ve been reflecting on the high-lights of working with wonderfully creative colleagues and celebrating Maine’s maritime heritage with our members and other supporters. Something that especially stands out for me as a fundraiser is the purposeful way in which our supporters contribute to the museum.

The incredible contributions of time, labor, and expertise of our 250-plus dedicated volunteers helps make the museum the world-class place that it is. Without our volunteers, we simply could not function as well as we do, and they are an absolute pleasure to work with—day in and day out, in all kinds of weather. They are the best, high-caliber crew of helpers a nonprofit could ask for.

I’m particularly inspired by our long-standing relationships, some covering decades, from which the museum has benefitted, with volunteers, members, donors, sponsors, and business partners. Ours is not simply a community of supporters, it’s more like a big family, spread out across the state and across the country, linked through our common mission to preserve Maine’s special legacy and culture.

During the past holiday season, two of the museum’s donors shared with me stories about their families’ charitable giving practices. One couple has established a tradition that encourages their grandchildren to make charitable giving a part of their lives. Every Thanksgiving,

each of the grandchildren is given a sum of money. In return, as a Christmas present to their grandparents, the children must share their decision about which nonprofit organization they gave the money to, and what they learned in the process, such as: What’s the mission of the organization? How did they choose between one cause and another? What did they learn about themselves?

Another donor told me that he and his wife met with their two teenage children near the end of the year to have a family discussion about where their charitable giving would be directed. They reflected on their core values as a family and identified short and long term priorities. What did they, as a family, wish to support the most? It was a heartfelt “gift” for me when I learned that the family identified their love of the ocean and preservation of their heritage among those things they treasure most.

Here is one more example of thoughtful giving that I’ll share. A young museum volunteer, the son of two long-time volunteers and members, made his own personal contribution to our annual fund just before he returned to college last fall. What could be a truer testament to the importance of what we do than a college kid parting with pizza money to support the museum?!

Thanks to you all for including the museum among the causes you consider a priority. Thanks also to the generations of supporters who choose to express and preserve your family values through your various contributions to Maine Maritime Museum. I look forward to meeting and working with many more of you in the years to come.

Welcome New Members

August 4, 2015 – January 20, 2016

- | | | | |
|--|---|---|---|
| Paul M. Aldrich
Dawn R. Anderson
Stephen and Mary Anderson
Michael and Lorri Arsenaault
John and Carolyn Assini
Paul Avis and Jane Almeida
Ellen and Glenn Ballou
Carlos J. Barrionuevo and Alexandra Quere
Ernest and Diane Beuparlant
Laurie F. Beck
William Betz
Charles and Sarah Bingham
Douglas A. Birkey and Heather R. Penney
Christine Bishop
Kimberly A. Bolshaw and Chris Noetzel
Christopher and Lydia Bouzaid
George Bozarth and Tamara Friedman
Lisa and James Carrolton
Stockard Channing
Kenneth and Mira Coleman
Mark and Elizabeth Coleman
John and Karen Corson
Rodger M. and Rebecca C. Cuthbert
Thomas W. Dobbins
Christine Donis-Keller and Bill Seeley
James and Brenda Donovan
Daniel and Megan Dowling
Judith L. and Robert M. Drew
Justin Dyer | John and Margaret Elter
Joe and Christine Evanchick
Bruce and Angela Farrin
Joseph and Caroline Feely
Jon and Mary Fitzgerald
Brian and Julie Fournier
Ted J. Gaiser and Chuck Hornberger
Jim and Colleen Gavner
David T. Gelinas
Maxine L. Gersh
Priscilla Glendinning
Stanley R. Goodnow
R. Reed and Patricia M. Gramse
Tyler and Kathy Guilden
Amy L. Haimes
Bruce and Alicia Hammatt
Edward and Mary Hauer
Robert L. Hazard
Lewis and Ina Heafitz
Raoul and Vicki Hennin
John and Sarita Holzmamn
Mr. Jan Paul Hope
Harold W. Janeway
Daniel and Kimberly Johnson
Brian and Sandra Jones
Jens Jorgensen and Katrina Sawtelle
Ellen S. Kearns and James J. Trout
Louis and Elizabeth Kellenberger
Peter W. Kitchell
Mark and Susan Klopp
James and Sue Konkel
Susie Konkel
Tim and Alane LaRochelle
Raymond J. Larsen and Joan Norris | Mark and Janice Lathrop
Tiffany Lee
Kevin M. Lees
Emily A. Lindsay
Dennis Loebs and Sinead Fitzgibbon
Adam and Susan Maffei
Marissa D. McMahan
Cynthia Mead
Laura and Thomas Meagher
Corwin and Susan Mendenhall
Janna and David Mendonca
Angela Moore
Donald and Ann Moore
John Morrissey
Franklin and Linda Newton
Mitchell and Sarah Nunan
Doug and Judy O’Dell
Sean O’Donnell and Jessica Daly
Patrick and Mary Oreson
Bethany and Matthew Ouellette
Sarah B. Parks
Joanne E. Parry
John and Joan Peck
Marjorie N. Platou
Tim and Faye Plummer
Zachery and Courtney Poland
John and Rhonda Pratt
Geoffrey and Kathryn Precourt
James A. Ransom
Robert and Susan Reece
David and Michele Reed
Cecil Roberts
Walter H. Russell
Luis B. Santana and Scott Budde | Robert and Cornelia Santomenna
Kelly J. and Jaswin S. Sawhney
John Scanlon and Sarah Savard
Peggy Schick and Jeffrey Pinnette
Richard and Sativa Segovia
Kenneth and Cheryl Seiders
Naomi Shannon
William and Deborah Shenton
Patrick and Faith Smith
Randall and Katherine Smith
Bill and Janie Spann
Peter and Ariel Speicher
Stuart and Sharon Spigel
Eric M. Staeben
Charles E. Stohlberg and Christine Williams
Gregory and Jill Surette
Barbara Taylor
Kara and Jim Thelen
Roger and Margaret Tillotson
Jeff and Suzie Tooker
Kim and Karen Townsend
Jay M. Trudeau
Judy Trufant and Warren Johnson
Harrison Trumbull
Hannah Turnbull
Jan S. Van Etten
Suzanne Vogel and Shari Coburn
Carol E. Wark-Bijhouwer
Amy Waterman
Owen and Anna Wells
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Jennifer Germaine Yahr
John and Patricia Yeary |
|--|---|---|---|

Celebrating Our Business Partners and Sponsors

Featured Business Partner

Residence Inn Bath (Brunswick Area)

Welcome to the brand-new Residence Inn Bath (Brunswick Area), an all-suite extended stay hotel in Bath, Maine, that offers all the amenities to make you feel right at home; from delicious complimentary hot breakfast and high-speed wireless internet, to modern-designed suites with full-equipped kitchens and state-of-the-art fitness center, you'll have everything you need to ensure a productive stay. Besides thoughtful amenities, this Bath, Maine hotel is within minutes from acclaimed coastal attractions including Maine Maritime Museum and Bath Iron Works where you can explore the nautical history and culture of Maine. Downtown shopping and local eateries are all also just steps away from Residence Inn Bath. Whether you are traveling to Bath for business or pleasure,



the sophisticated new Residence Inn Bath hotel will provide you with the space to work, play and relax. 207-443-9741

Support these Business Partners who support MMM

Business names in **RED** indicate new Business Partners.

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BIW Procurement Dept.
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The Cabin Restaurant
Cahill Tire, Inc.
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Brunswick Freeport
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Seacoast Science Center
Wiscasset, Waterville & Farmington
Railway Museum
Yarmouth Historical Society
Bath Area Family YMCA

2016 Calendar of Events

Thursday, March 15, 8:30-10 am
Volunteer Breakfast

Thursday, March 31, Monday, April 4 & Friday, April 8
Breakfast with the Director

Friday, April 1, 4-6 pm
Tour Guide Recruitment Party

Wednesday, April 6, 4-6 pm
Volunteer Recruitment Party

Saturday, April 9, all day
Symposium

Thursday, May 12, 8 am-4 pm
Spring Quartermaster's Day

Monday, May 30
Memorial Day,
Summer Season Begins

Tuesday, July 19, 5-7 pm
Volunteer Picnic

Monday, October 10
Columbus Day,
Summer Season Ends

Monday, October 17
Volunteer Wrap-Up

Thursday, November 17, 12-3 pm
Volunteer Recognition

2015 Volunteer Recognition



by **Katy Taylor,**
Volunteer & Outreach Coordinator

The 2015 season ended on a high note with the celebration of volunteer accomplishments at the annual Volunteer Recognition on November 19. With a delicious lunch provided by our 2015 Volunteer Program Sponsor Brunswick Hotel and Tavern, appreciation and thanks were given in the heartfelt remarks by Executive Director Amy Lent, Chair of the Board of Trustees Dick Lemieux, Volunteer Council Chair Nancy Wilkes and yours truly, Volunteer Coordinator Katy Taylor. Among the awards given were the Service Award for the truly ambitious volunteer who accumulates over 300 hours in one year and the prestigious Miles Merry Award awarded to those who have given 10 or more years of service AND 2,000 hours.



Volunteers Norm Hurlbert (left) and James Swol were awarded the prestigious Miles Merry Award. Not pictured, Skip Orem.

Anniversary service pins were also awarded for 1st, 5th, 10th, 15th, 20th, and 25th year volunteers.

Where Do Our Volunteers Winter?

As most of you know, the museum enjoys the benefits of staffing almost 250 volunteers, the majority of whom work from Memorial Day through Columbus Day. And then poof! They're gone just like the tourists, and the shipyard becomes a virtual ghost town. Like myself, you may have looked around and wondered "Where did everybody go?" For volunteers Sam and Kayda Selby, it's off to the next location and a change of scenery. Here's a look at what they do in the off season.



Volunteers Sam and Kayda Selby spend the off-season on their boat in the Bahamas!

Spending the winter on our little sailboat in and around the islands of the Bahamas is both fun and interesting. We are never snowbound, so we can be quite active. Warm, clear water encourages swimming and exploring. Some of the best exercise is our daily walks on the beaches, and we manage to find all sorts of things: shells, sea glass, and recently some sad debris

from the sinking of the EL FARO.

Hope Town, our base, is a perfectly protected harbor watched over by an iconic, candy striped lighthouse. Lit with a kerosene flame and rotated by a hand-cranked mechanism, it is the last functioning light of its kind in the world.

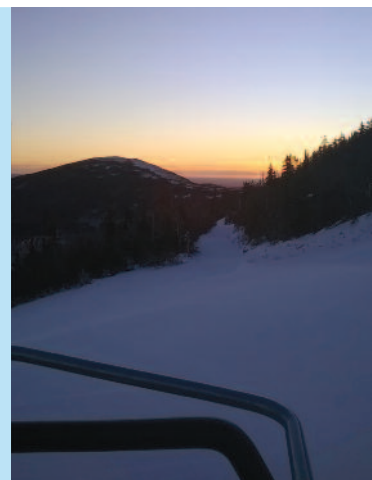
Our 30-foot Cape Dory Motorsailer contains our bedroom, a bathroom, a galley with a propane stove and oven, a freezer and refrigerator, a dining table, and our library. Batteries provide electricity for lighting, our electronics, and for engine starting. A large solar panel provides electricity on sunny days, but we use a diesel engine when the sun doesn't shine or the wind doesn't blow.

We think it would surprise land-dwellers to learn that there is a vibrant floating community of live-aboard cruisers in almost every harbor in the Bahamas. We leave our Maine neighbors and organizations behind when we head south to become part of a very different but equally rich community here in the islands. Each morning at 8:15 am boaters tune in their marine radios for "The Cruisers Net" which provides local weather information, island announcements, and invitations to volunteer or attend yoga classes, or play bridge or join a writers group.

A fascinating, mobile group of folks from around the world bring their skills, interests and intellects to the harbor. This demographic is not unlike that of the volunteers at MMM: a collection of accomplished people from all over who have time to share their passions with others. We feel so lucky to spend a season each year in such an amazing setting, and then we get to come home to Maine!

Greetings from Sugarloaf!

My name is Rudy Guliani and have been working as a volunteer at MMM since 2012. Having worked mostly with the curatorial department when free from school at University of Toronto, I decided to take a year off and work as a lift operator at Sugarloaf. I have certainly been enjoying replacing tests and essays with "commuting" by chairlift, with views such as this one every morning, and getting first tracks on the slopes most mornings. I've been having a wonderful season—especially with the recent snowfall—but I'm also looking forward to coming back down to Bath and returning to the museum soon!



Send Us Your Maritime Mysteries!

Stumble upon old shipbuilding artifacts in your basement or attic? Curious about the story behind a ship model? Interested in the background of a nautical painting that has been in your family for years? We are looking for maritime cold-cases to grace the pages of our next *Rhumb Line*!

If the trail has gone cold on an artifact you have been researching, send your maritime mysteries to our Senior Curator/Super Sleuth Nathan Lipfert to see if he can help crack the case! Background information is incredibly helpful, so please include all of the details you have on the object in question. Email Nathan (lipfert@maritimeme.org) with questions, photos, and any information and preliminary research you have done.*

*We cannot guarantee a response to every submission.

Here's an example of a recent research collaboration between Nathan and friend of the museum Yves Feder:

Yves Feder: Was reading about the ship *G.B. Lamar* built in Bath, Maine, 1853: and, who was the Captain who took command of her at that time? Elijah D. Manson. Elijah D. Manson was the man who built our house, 944 Middle Street in 1851/52! I found an auction site showing a wonderful painting of the ship:



Now to try and find out something about her career, because work of art, the ship is described as “*Ship G.B. Lamar*” a *South Sea Clipper, Homeward Bound in the Shallow Sea* by Brian Coole. According to the auction site, the piece sold two years ago for \$2,250!

What is additionally interesting is that command of the ship passed a few years later to a Captain Bradley, and under his command the ship was lost in 1862 off Nova Scotia, according to this *New York Times* article:

Loss of the Ship *G.B. Lamar*.

Published: September 3, 1862

The Secretary of the Board of Underwriters, of this City, has received the following telegraphic dispatch:

“LISCOMB ISLAND, COUNTY OF GUYSBORO. N.S., Sept. 2, 1862.

The ship *G.B. Lamar*. BRADLEY, from Glasgow, July 30, for New-York, in ashore on this island, a total wreck, all hands saved. Hope to save material. The *G.B. Lamar* was built in Bath, Me., in 1853, of 945 tons burden, rated A 2, and was owned by THOMAS [??] of this City.”

Nathan Lipfert: Boy, she certainly looks clipperish in that painting, although she is not on the list of clippers built in Bath. Unfortunately, I think Capt. Manson may not really have commanded her at sea. She was built by the partnership of Springer & Manson at Bath, possibly in the old Henry yard just below Federal Street (part of BIW now). She was sold while on the stocks (under construction) to Dunham & Dimon of New York. So I am wondering whether Manson ever actually commanded the vessel, or if his name was just put on the Master Carpenter's Certificate when they had to document the vessel at the Customs House before she was complete. He may have been the Manson of Springer & Manson, the builders. Lots of captains retired to shipbuilding, like Capt. Samuel R. Percy.

Interestingly, we do not have an Elijah Manson in our index of Maine shipmasters, which is very good and complete on Bath captains. However, he must have commanded something; he is listed as Captain in the Phippsburg vital records when he married a Phippsburg girl in 1845.

By the way, the name *G.B. Lamar* probably comes from the NYC owners. There was another vessel, a brig, by the same name also registered at New York, in 1845. She was built in Derby, Connecticut.

Yves Feder: Nathan, thank you so much for shedding this much light on the subject! I saw information online about the brig, a different vessel indeed, with a different history. Yes, the name *G.B. Lamar* may possibly refer to “Gazaway Bugg Lamar” (!) who was a steamboat pioneer from Georgia, and (according to Wiki)

went on to found a Wall Street bank. Hence the New York connection that may have spawned the name of both vessels.

Manson died young, in 1853. I found a picture of his stone found in the Burial Ground at Maple Grove Cemetery, Bath, but I can find precious little about him, or the ship; at least he was no longer around to take the blame for her loss in 1862.

The only other record I found was a record of ownership of some shares in a local railroad. Susan Thompson, Senior Curator at the Yale Collection of Musical Instruments, took an interest in this matter and found some ancillary information. She wrote,

Elijah Drummond Manson was born in Georgetown, 11 Oct 1810; he died in Bath, 30 December 1853. According to the 1850 United States Federal Census record for Bath, his occupation was that of merchant.

In any event, I'd rather think of him as a “captain” rather than a “merchant” but that's just me. I'm also fascinated by the painting which, as you saw on the auction site, fetched a tidy sum. And I am fascinated by the reference to a “Shallow Sea,” and of course her listing as a “South Sea Clipper”. Where could that “Shallow Sea” be, I wonder, and who was the artist?

Nathan Lipfert: Yves, because you mentioned again the high price of the painting, it got me thinking. The price of \$2,250 for a 19th century ship portrait is actually ridiculously low. If you go to the auction site you might notice that this price is actually below the low auction estimate. The artist Brian Coole was completely unknown to me, and I could not find him listed in any of the dictionaries of marine artists, even the one on 20th Century British marine artists. But he is listed on some of the art sites online—born 1939. He appears to do only copies of historic paintings, and so perhaps was considered not worthy of inclusion in the artists dictionaries. So, he never saw the *G.B. Lamar*. But somewhere there is an original of this painting, or Coole would never have known about the *G.B. Lamar*. And the original was made fairly soon after she was built, because it shows her with single topsails. She would surely have been equipped with double topsails when they came in, sometime in the mid-1850s.

And another thing! Those are the white cliffs of Dover in the distance, so she is passing through the Straits of Dover into the English Channel, headed home to New York. I never heard it called the “Shallow Sea,” but maybe. It does signify an earlier part of her career, though, because from 1859 to her end in 1862, *American Lloyds* calls her a “Glasgow packet,” meaning she traveled between Glasgow and New York on a schedule. In those years, she would not be going near the white cliffs of Dover.

Yves Feder: This is FANTASTIC information Nathan, thank you so much for your bright searchlight on the subject matter! I will scour the darkest recesses of the third floor of this very house to see if the original of that painting may have been squirreled away among all the Monets and Turners and Wyeths up there! Interesting about the “Shallow Sea,” too. I suppose the White Cliffs must have been a favorite scene background for artists....

Nathan Lipfert: Regarding the original painting, I wouldn't expect to find it locally. First off, it has to be someplace where Brian Coole was able to examine it, so likely in a museum collection in the New York area. The easiest thing might be to find Mr. Coole and ask him where he saw it. The original artist is going to be English or French, but the painting will be in the U.S., I would bet. Ship portrait artists generally included background details of their own locale, so the White Cliffs would not turn up in a ship portrait from elsewhere in the world. Also, ship portraits are always commission pieces, done for the owners or officers of a vessel, so the portrait of the *G.B. Lamar* is going to most likely end up in the New York area. South Street Seaport? Museum of the City of New York? Or it may have fetched up in a museum with a more general collecting policy, like Mystic Seaport or Mariners Museum.

Yes, I wondered about that “South Seas Clipper” thing, too. We have the NYC *Shipping & Commercial List* here on microfilm — it's a commercial newspaper, and one can trace ships' voyages with it. But it is very time-consuming, and probably not worth the effort in this case. That title could easily be one that Coole or an owner of the copy painting made up.

The Puzzler

A Fish Tale



by Nathan Lipfert,
Senior Curator

Once again, the questions are where and when. We know this shows two big seine fishing operations, with very large wharves, monster net reels, big buildings for processing, and at least five fishing steamers with associated seine boats. We can't read the names on any of the vessels, and we don't know the names of the businesses, what body of water this is, or what town it is. The date is going to be after 1870, when steam-powered fishing vessels came into existence, and before 1900, judging by the sepia appearance of the photograph. Operations like this were often devoted to the menhaden (porgy) fishery in the years after the Civil War, producing oil and fertilizer from the fish. The photo shows a very rural location. Could this be Linekin Bay? This 10-by-13-inch mounted photograph was purchased from a Massachusetts dealer who represented it as coming from Maine. However, it could be from elsewhere. If you think you know any of the answers to this one, please contact Senior Curator Nathan Lipfert at lipfert@maritimeme.org, or 207-443-1316 ext. 328, or by mail.



Last Issue's Puzzler: Solved!

Once again, William H. Bunting has given us the answer, or at least a good part of the answer. This photograph shows the Knickerbocker Ice Company house and the Putnam & Closson Saw Mill at what is now Randolph, a little north of where the bridge to Gardiner goes across the Kennebec River. We don't know the names of the schooners or the date, but we can say it is between 1880, when four-masters started to be built, and 1895, when this sawmill was torn down. A somewhat later view of the same scene, with different schooners, is on page 221 of Jennie G. Everson's *Tidewater Ice of the Kennebec River*. Bill's own *A Day's Work* (I) shows an 1860s view of these two large industrial structures. He points out that both saw mill and ice house were built by Ira D. Sturgis of Vassalboro, the ice house in 1865, being one of the earlier ice plants on the Kennebec. It was greatly changed between then and when this photograph was taken. Robert Lord and Allan Houghton also contacted us with the thought that this was a Kennebec scene, but didn't achieve the level of specificity that Bill did.

Get Your Boat Raffle Tickets!



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